

~~TOP SECRET~~

8 May 1959

MEMORANDUM FOR : Branch and Section Chiefs  
Development Projects Division

25X1C4c

SUBJECT 25X1A2d1 : Status of [REDACTED]

25X1C4c

1. Prompted by receipt of a cable this week from [REDACTED] of [REDACTED] regarding plans for the deployment of [REDACTED] assets, I have attempted to localize the areas of responsibility within this Division for the coordination and implementation of this activity. This has been a useful exercise for me since up to this point I have not been overly familiar with the history of [REDACTED] or its full scope and the role which DPD will be playing in it.

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2. I believe it is a fair conclusion that at present there is no single point in this Division where [REDACTED] is receiving over-all program coordination. Each of the branches and sections participating in the development and support phases of [REDACTED] appears to have been discharging its responsibility in an adequate fashion but I am concerned over the fact that no one is directly responsible for drawing all of the various elements together in such a way that the aircraft, its equipment and personnel will be coming together at the right time and in the right place.

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25X1A2d1. As I believe you are all aware, the sole purpose of [REDACTED] is to develop a mechanism for an airborne collection capability

25X1D0b that will provide this headquarters with an accurate estimate of the

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[REDACTED] that might well affect the form and substance of a [REDACTED] aircraft, and in particular the effect

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of such [REDACTED] equipment on the so-called [REDACTED]. As I see it, this activity differs from our CHALICE responsibilities in light of the fact that once the basic aircraft and its components are deployed overseas, actual day-to-day operational control will not reside in this headquarters but will come from [REDACTED]

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This, then, appears to relieve us of the necessity of writing an operations plan, as we have known it under the CHALICE system, but it in no way purges us of the responsibility for developing and testing the equipment or of being the party responsible for constructing an operations concept composed primarily of requirements which ultimately will be levied upon [REDACTED]

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DOCUMENT NO. \_\_\_\_\_  
NO CHANGE IN CLASS. ☐  
☐ DECLASSIFIED  
CLASS. CHANGED TO: TS ☒ 0  
NEXT REVIEW DATE: 2012  
AUTH: HR 70-2  
DATE: 19/11/82 REVIEWER: 064340

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4. Since the bulk of our responsibility as outlined above occurs in the period prior to the actual deployment of the C-123 aircraft, and since these in large measure center around aircraft modification, equipment development and flight testing, I believe it appropriate to assign headquarters responsibility for [REDACTED] coordination to the Development Branch, DPD. I have discussed this matter with [REDACTED] and it is their view that the person who should be designated for this task is Maj. [REDACTED] [REDACTED] has already been in touch with [REDACTED] or [REDACTED] with a view to an early meeting here with him to go over in detail those areas where we may be called upon to provide guidance of actual support. I understand from [REDACTED] that a meeting with [REDACTED] appears possible some time late next week.

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5. I understand from [REDACTED] that he has received a preliminary set of requirements from the Chief, Operations Branch, DPD, and I would like to suggest that [REDACTED] participate in any meeting with [REDACTED] so these requirements may be appropriately up-dated and transmitted to [REDACTED]. Specifically, I feel that requirements submitted to [REDACTED] in final form should contain at least the following basic information: Number of operational flights in [REDACTED] required to fulfill the mission; altitudes at which these flights should be performed, keeping in mind the present political situation in the [REDACTED] and State Department jurisdiction over flights in excess of 10,000 feet; the number and types of air crew and technical support people required in the operation; special instructions regarding billeting or allied physical support matters; documentation of civilian technical personnel; projected duration of the operation; agreed plan for the handling, courtering, and processing of take from these flights; and any other matters of this sort. It is my understanding that [REDACTED] will be the responsible officer in [REDACTED] and that the dispatch and retrieval of flights will be under his control.

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6. It should further be noted that the [REDACTED] will supply at no direct cost to this Agency the aircraft, its air crew, and the funds required to support this operation, aside from the special equipment being developed under [REDACTED] aegis and money needed in the flight testing phase, with the exception of flying hours and support of air crews. In particular, [REDACTED] should take special care to monitor the costs which have now or will be accrued in connection with the development and testing of the special electronics package

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so that these costs do not exceed the planned allocation without warning. It is my informal understanding that [ ] has thus far been subsidized through contract amendment to the tune of \$50,000 for development costs and another \$50,000 is earmarked for the same purpose when and if it is required. [ ] has given an outside cost estimate informally to me of something in the neighborhood of \$125,000 as being the total cost to the Agency for its part in this activity.

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7. There are two areas where I have not been able to uncover definitive information as to our actual responsibilities and I believe [ ] should give particular attention to these:

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(a) It is not clear at what point the DPD Security Office will be called upon to assume responsibility for the escorting of take from the C-123, nor is it certain to what point it will be sent for exploitation. [ ] has suggested that no take be returned to the ZI until the completion of the total number of programmed flights and that the take be returned at least as far as Andrews AFB in the C-123 when it returns to its ZI base. My assumption is that a DPD security officer would accompany this flight if this is the manner in which the take eventually reaches the States.

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(b) I have heard informal discussions about the fact that tapes will be subjected to exploitation at SAC in Omaha. If this is to be the case, it would be useful to know in what manner such reading out was being arranged for and with what elements in [ ] negotiations must take place.

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(c) Although I understand there is to be a K-28 camera installed in the plane, I have not been able to determine what arrangements, if any, have been made for processing film. My assumption is that, if requested by the terms of the operational concept, [ ] could lay on such processing at [ ]. I do need to be reassured that arrangements have been made for ultimate return of a duplicate negative of such take to the HTAUTOMAT facility.

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8. I have made the further assumption, regarding our relationship to [ ] once it reaches [ ] and comes under

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their operational jurisdiction, that [REDACTED] in [REDACTED] will serve as liaison between this office and [REDACTED]

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9. As a final matter, I believe it will be necessary for the Chief, Personnel Section, DPD, to carefully examine the manner in which personnel from [REDACTED] will be provided for in the overseas aspect of [REDACTED]. I have particular reference to the requirement for some form of adequate personal services contract outlining the Government's responsibilities in a manner similar to that employed in CHALICE for our various techreps.

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Acting Chief, DPD-DD/P

**Distribution:**

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- Cy 1 - Ch/[REDACTED] Br/DPD
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- 8 - Ch/Secur Sec/DPD
- 9 - Ch/Pers Sec/DPD
- 10 - Ch/Commo Sec/DPD
- 11 - A/Ch/DPD
- 12 - DPD/RI
- 13 - TCO/PIC [REDACTED]

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DPD-DD/P:JACJr/hh

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DOC. NO. <b>TS-155179</b>		DATE DOCUMENT RECEIVED	
DOC. DATE <b>8 May 59</b>		LOGGED BY	
COPY NO. <b>7 of 13</b>			
NUMBER OF PAGES <b>4</b>			
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Money Budget

Additional Budget - ~~50,000~~  
100,000

Configuration change within 1 week

Camera calibrations within 2 weeks

Antenna Test 11 3 1

Fly against G-13 (Radar)

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██████████ personnel to ride G-123 during  
corridor flight.

Normal altitude under, but approx 10,000'

Third week in June likely  
deployment date.

Completion date could be around  
1 October (depending upon success)